

## IN RAILWAY CIRCLES.

The Rush to the Bathing Resorts on Sunday.

## THE CASEBOLT CABLE SYSTEM.

The Surveyors at Hite City—D. & R. G. W. Changes—The Fourth at Garfield—Personal and General.

There was more than the usual rush to the bathing resorts on Sunday, and yesterday the slightly sultry weather had a tendency to drive numbers to the shore of our saline sea.

At Garfield on Sunday, the only attraction was the bathing and the mud, and it is understood that in the future regattas, balloon ascensions, and other shows will be tabooed there. A few hours of quiet enjoyment were passed by all who attended.

At Lake Park, there was the usual attendance, somewhat diminished, perhaps, from the fact that Syracuse is now open for the patronage of the Ogden people, and they are not slow to take advantage of it. Syracuse was also largely patronized, mainly by the residents of the junction city and surrounding towns.

## The Casebolt Overhead System.

The last trial trip on the Casebolt overhead system of street railway was made last evening, there being quite a number present, among them Mayor Armstrong, Recorder Wells, Selectman Wedder and a Hite City representative. To those who had not heretofore seen the line in operation, the occasion was one of considerable surprise, both at the speed attained and the ease and comparative freedom from noise such as might be naturally expected. "Of course," said Mr. Casebolt, "this line was constructed merely to show the merits of the system, and not with a view to permanency or beauty. If we build a line for you here, all the overhead work, which is now heavy and cumbersome, will be replaced with more shape and lighter material. This can easily be done. The power is the main thing, and that, I believe you will agree with me, we have." Mayor Armstrong is also favorably impressed with the system, and considers it is the thing for suburban rapid transit, and that the Casebolt system has a big future before it. Asked as to its cost, as compared with the "Arnold motor," or cable power, the mayor said it was much cheaper and as to speed, why it was not to be mentioned in the same breath as a hill climber, and we need such in this section. It was a success wherever it had been tried. There is no more noise noticeable than to the average street cars with well made appliances, and the cars are stopped and started again with equal facility. The idea is certainly a feasible one, and the machinery is simple to a degree.

## On Another New Survey.

One of the Denver surveyors who recently left that city to work on the line of a proposed railway from Grand Junction to the Gulf of California, writes from Hite City, Utah, as follows: "We have finally reached this point after much trouble and after passing through no little danger, without the loss of a man and only one boat. Cataract canyons is a terror, as far as the river is concerned, but we have located a good line for the railroad. The country here is open and its full of pleasure and mines of all kinds. There is gold, silver and coal within twenty-five miles of the river. Placers are on the river, and silver and coal in Battle Mountain, so that it is a great country, and the road is sure to be a success. We got out of the canyon without a day's supply of food, and we were lucky in finding a supply here. I shall let one-half of the force out at this point, and continue the survey with the balance." This is the second party to descend the Grand canyon of the Colorado, Major Powell's being the first. Should the proposed road be built, it will afford a down grade exit to the mineral and agricultural products of southwestern Colorado and southeastern Utah.

## The Changes to be Made.

Speaking of the recent consolidation of the Denver & State Line and the Denver & the Grande Western, General Dodge said: "We expect to make changes and build something like seventy-five miles of new line between the state line and Ogden. There is one section between the state line (Crevasse station and Cisco station) which will be forty miles long, where the track will be entirely new. Altogether, we will shorten our line about sixteen miles. All the contracts for the grading and other work are let, the rail contract is let, and we shall work hard to get the work done. The cost of grading will be nearly six hundred thousand dollars, the cost of the rails will be over one million dollars, and the other work, including new motive power and rolling stock, will be over half a million. We will in a few days let contracts for the construction of about seven or eight thousand dollars worth of new engines and cars. There will be thirty-five new engines and about six hundred new cars. The cost, all told, will be over three million dollars." Mr. Dodge stated that he was firm in the belief that a broad gauge line will be built from Grand Junction to Newcastle, but how it would be built or the arrangements which will be made are yet undetermined. The stockholders are availing themselves very generally of the privilege of depositing their stock under the plan of reorganization. It is understood that about two-thirds of the stock, or 50,000 out of 75,000 shares, have been deposited to date.

## Garfield Beach Time Table.

On and after June 17, trains will leave for Garfield Beach as follows: On Mondays and Tuesdays trains leave this city for Garfield Beach at 8:10 and 10:15 a. m., and 2:45 and 4:45 p. m. Returning arrive at Salt Lake at 1:45, 3:45, 5:45 and 8:30 p. m.

On Wednesdays, Thursdays, Fridays and Saturdays, trains leave for Garfield Beach at 8:10 and 10:15 a. m., 2:45, 4:45 and 6:15 p. m. Returning trains reach Salt Lake at 1:45, 3:45, 5:45 and 8:30 p. m.

On Sundays trains leave at 10:15 a. m., 2:45, 4:45 and 6:15 p. m. Returning trains reach Salt Lake at 1:45, 3:45, 5:45 and 8:30 p. m.

## Committees of Churches, Societies, Schools.

And organizations of all kinds contemplating picnics, excursions or outings, can do well by consulting C. J. Mulvey, of Lake Park, at D. & R. G. railway office, Salt Lake City.

## On July Fourth.

The Salt Lake & Port Douglas railway will run trains to Liberty Park as follows: Leave D. & R. G. depot 9:30, 10:30 and 11:30, returning arrive at D. & R. G. depot 10, 11 and 12 o'clock. Fare same as street cars.

## Lake Park Time Table.

LAKE PARK, UTAH'S FAVORITE BATHING AND PLEASURE RESORT, opens May 30, Decoration Day. Trains will run as follows:

## TIME TABLE.

Leave Salt Lake for Lake Park at 7:30, 2:30, 6:30, 7:05 p. m.  
Leave Lake Park for Salt Lake at 8:50 a. m., 5:30, 6:35, 9:00 p. m.  
Leave Ogden for Lake Park at 8:10 a. m., 5:40, 6:30 p. m.  
Leave Lake Park for Ogden at 8:20 a. m., 7:44, 9:30 p. m.  
S. P. A.

## Personal and General.

Vice-President Holcomb has returned to Omaha.

Work will soon be commenced on the Union Pacific Carbon cut-off into the coal and oil regions of Wyoming.

Bechtel & Sands offer four gold medals to

cost \$100 to the winner of the four-oared race on the Fourth of July at Garfield Beach. The Garfield Beach management offer two \$50 gold medals to the winner of the double race, and the Union Pacific offers a \$35 dollar gold medal for the first single scull.

C. E. Hooper, passenger agent of the Missouri Pacific, is in Salt Lake.

Fred Green, a railroad boy from the ground up, has been named as the local passenger man of the Chicago & North-western railroad.

Judging from the tenor of things about the Union Pacific headquarters in Omaha, it is thought the recent order changing the terminus of one of the mountain divisions from Evanston to Green River will be rescinded. If it is not, the employees will be indemnified for the loss of their improvements.

L. Saunders, who recently saved a B. & M. train from running into a washout, has been presented by that company with a purse of money and a handsome gold gold case watch, valued at \$150. The inscription is as follows: "Presented to L. Saunders by the B. & M. R. R. for preventing passenger train No. 5, June 15, from running into a washout caused by heavy rains."

It was stated lately that the Oregon Short Line & Utah Northern Consolidated company will issue \$5,000,000 new bonds, with which to cancel the Oregon Short Line floating debt, widen the gauge of the Utah Northern from Ogden to Pocatello and extend the Utah Central to a connection with the Union Pacific at Pocatello, the Union Pacific a new outlet to the Pacific coast.—Denver News.

Commencing July 1, the Chicago Atlantic, in connection with the Erie railway, will inaugurate a system of through Pullman vestibule trains, between Chicago and New York, consisting of composite cars, first-class day coaches, with smoking saloon and lavatories, luxurious sleeping coaches and dining cars. The entire train will be lighted by gas and run solid between the cities mentioned. Train leaves Chicago at 10 a. m. and arrives in New York at 5 p. m., in time for connection with the Fall River line of boats to Bridgeport, New Haven and Hartford. Chicago ticket offices, 107 Clark street, Palmer house and Grand Pacific hotel.

A great deal of interest is evinced among the people of Fort Collins in the railroad movements, especially the promised extension of the Burlington & Missouri and the construction of the Fort Collins, North Park & Salt Lake City railroad to the West. It has been intimated by the Burlington officials that they have secured the right of way from Fort Collins to North Park, but the exact route over which this right of way lies has not been divulged—presumably it will be by way of the Poudre canon, but as all show of claim upon that canon, either of the Union Pacific or the Burlington & Missouri has elapsed by limitation, it is a question whether or not there may be quite a squabble over the possession of this canon, either between the Burlington & Missouri and Union Pacific, or between one of these roads and the Fort Collins, North Park & Salt Lake City road. Whatever may arise in this particular is likely to be developed very soon.

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Probably no one thing has caused such a general revival of trade at A. C. Smith & Co.'s Drug Store as their giving away to their customers of so many free trial bottles of Dr. King's New Discovery for Consumption. Their trade is simply enormous in this very valuable article from the fact that it always cures and never disappoints. Coughs, Colds, Asthma, Bronchitis, Croup, and all throat and lung diseases quickly cured. You can test it before buying by getting a trial bottle free; large size \$1. Every bottle warranted.

## NOTICE TO MILL-OWNERS AND MILLERS.

We have located our Mr. Joseph W. Wilson in Salt Lake city to represent us in Utah. He will be found to be a thoroughly practical miller, and a competent consulting engineer in all matters relating to mill or mill machinery. He will make contracts for complete mill plants, or overhaul Burr mills, to the roller system. Also make prices on all special machinery in our line, including steam engines, boilers and steam plant fixtures generally. Mill owners are invited to visit and carefully inspect the mills built by us—under Mr. Wilson's supervision—at Provo, Spanish Fork and Fountain Green. Our rolls may also be seen in operation at the Pioneer Roller mills, and J. M. Laffler & Company's mills, Salt Lake city.

Mr. Wilson's postoffice address is Lock Box 952. When not out of the city on business, he will be found at the Valley house, GREAT WESTERN M'f'g. Co.

## MILL BUILDERS AND FURNISHERS, Leavenworth, Kansas.

## EXAMINATION DISTRICT SCHOOL TEACHERS, SALT LAKE COUNTY.

The regular examination of all who expect to teach in the District Schools of Salt Lake County for the coming year, will be held at the University of Deseret on Monday and Tuesday, July 1st and 2nd, 1889, at 9 a. m.

## NORMAL APPLICANTS.

All applicants for appointments to attend the University of Deseret during the coming year as normals from Salt Lake county will be examined at 10 a. m. on Tuesday, July 2nd, 1889, at the University of Deseret.

## Series B in the Salt Lake Building and Loan association will open June 17.

Don't miss this chance, but join the most prosperous association in Utah at once. Charles E. Crane, secretary. Office, with Shady, Groschell & Company.

## Go to John McDonald &amp; Sons for groceries.

## SELLING THEM WAY DOWN.

Owing to an over stock in summer clothing, will sell at greatly reduced prices. L. G. DODGE, 235 and 237 Main street.

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Children's Clothing, all ages; we have made a cut in prices—overstock—nice goods, as shoddy. GOSNORTH & CO., Up-town Clothiers.

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Children Cry for Pitcher's Castoria.

## JOHNSON, PRATT AND CO. DRUGGISTS, 48 MAIN STREET.

## MAIN STREET.



Mrs. Dart's Triplets.

President Cleveland's Prize for the three best babies at the Aurora County Fair, in 1887, was given to these triplets, Mollie, Ida, and Ray, children of Mrs. A. K. Dart, Hingham, S. C. The mother writes: "Last August the little ones became very sick, and as I could get no relief for them I would agree with them, I commenced the use of Lactated Food. It helped them, and they were soon as well as ever, and I consider it very largely due to the fact that they are now so well." Lactated Food is the best Food for Infants known. It keeps them well, and is better than medicine when they are sick. Three sizes: 2oz., 4oz., 8oz. At Druggists. Cabinet photo of these triplets sent free to the mother of any baby less than one year.

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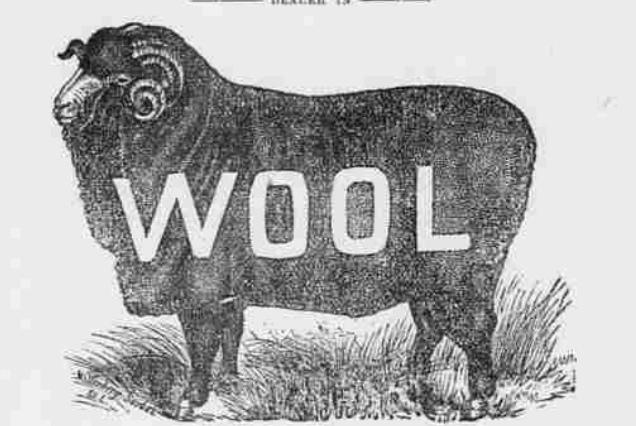
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